

THE PEOPLE'S PARTY.

TIME AND PLACE FOR A STATE CONVENTION ANNOUNCED.

The Gathering to be the Very Largest in the Kansas Records.

Mandamus Proceedings in Behalf of the Kansas Commissioners to Test the Validity of the Railway Law.

Second Day of the Chautauquan Assembly at Ottawa-Ten Thousand People Present—Hon. John C. Dille, Guthrie's Register, Resigns—News Notes.

TOPEKA, Kan., June 18.—J. F. Willits, chairman, and S. W. Chase, secretary of the central committee of the People's party, have prepared the call for the state convention to be held in this city August 19. It is brief but it drives to the point. It is as follows:

In pursuance of a resolution adopted by the convention assembled at the state house in Topeka on Thursday, June 12, 1890, which convention was composed of delegates from the Farmers' Alliance and Industrial Union, the Farmers' Mutual Benefit Association, the Farmers' Union, the Knights of Labor, and Single Tax clubs, we hereby issue this call for a people's convention to be held in this city at Topeka on Wednesday, August 13, 1890, to place in nomination candidates for state offices and to transact any and all business that may legitimately be brought before the convention.

The apportionment of delegates provides for a convention of 520, the largest ever held in the state before the passage of the law of the state which no contest of the strength of the party had ever been made. Sedgewick and Shawnee counties will each have eighteen delegates. Other large delegations will be from Cherokee, Lincoln, Cowley, Leavenworth, and other counties. The delegates will be from the following counties: Cherokee, Lincoln, Cowley, Leavenworth, and other counties.

TESTING THE RAILWAY LAW.

Mandamus Proceedings in Behalf of the Kansas Commissioners.

TOPEKA, Kan., June 18.—The much mooted question of whether there is any way in which the Kansas railroad commissioners can enforce its decisions bids fair to be speedily settled.

The railroad commission in the main complied with its suggestions, but the refusal of the Missouri Pacific to restore passenger service on the LeRoy & Caney valley line gave Governor Humphrey an opportunity to act and he addressed a letter to Attorney General Kellogg instructing him to investigate the case thoroughly and see if there was any remedy under the laws and constitution of the state.

The attorney general in his reply stated in his opinion that the refusal of the railroad company to furnish this passenger car service was not only in violation of the order of the railroad commissioners, but also in violation of section 1212 of the general statutes of 1890, which reads: "Every railway corporation in this state which now is or may hereafter be engaged in the transportation of passengers or property shall furnish sufficient accommodation for the transportation of such passengers, baggage, mail, express and freight as shall, within a reasonable time previous thereto be offered for transportation at the place of starting and at the place of destination and at the several stopping places, and they shall be compelled to receive all passengers and freight from such connecting and intersecting roads whenever the same shall be delivered to them."

The attorney general further stated that in his opinion mandamus could be instituted in the name of the state before the supreme court to enforce the decision.

In reply to this letter Governor Humphrey said: "Mandamus being the remedy suggested by you, I fully concur in the proceedings to be instituted at once in the supreme court by you, and that you will, on the line indicated in your letter, prosecute the action to a final judgment as speedily as possible. The importance of the question in this case is obvious and far reaching. While it concerns principally the people living along the line of the LeRoy & Caney Valley railway, the state is deeply interested in the determination of the question whether or not the people under the law to terminal obedience to the orders of the board of railroad commissioners in such cases. If railway companies may observe any and all rules and regulations, and if they may refuse to comply with the orders of the board of railroad commissioners in such cases, it is high time the people of the state were made to know the true state of the law. It is of the highest importance to know it, to the end that the legislature may at its next session provide one."

DISSATISFIED WITH BUFFALO.

LIBERAL, Kan., June 17.—Your correspondent visited the location of the new land office at Buffalo, last evening. Buffalo, the new site, is situated on a high prairie, almost a desert. About one hundred people have visited the place and all left dissatisfied. A water famine has existed the entire time, there being only one well in the country for miles and that about 200 feet deep. There is not 100 people within forty miles of the place and the people of this part of Oklahoma feel very reluctant to think that such a place should be selected. An informal meeting of those present was held on the ground yesterday and the desire to have the office moved was unanimously expressed. Beaver, the county seat, is favored by nine out of every ten people in the county. They say they must go to Beaver on county business any way and they would prefer going there on land office business. It is expected that the move being made will cause the location to be changed, and some site on the Beaver river will be selected. Beaver City is the choice and as the land office is now located at Washington it will probably be named as the place. The settlement is nearly all in the first sixty miles at the east end of the country. Beaver is the center of this territory.

THE NEWTON & MANHATTAN.

NEWTON, Kan., June 17.—The Manhattan, Newton & Gulf railroad received its charter today from the secretary of state and the directors are now completing the organization of the company. From present indications they will push the work with all possible vigor. The directors are A. Williams of Topeka, S. R. Peters, E. H. Hoge, J. C. Johnson and S. D. Williams of Newton, Charles D. Dorris of Marion and S. M. Fox of Manhattan. The general offices are to be located in this city.

AN AWFUL DEATH.

HIATWATTA, Kan., June 18.—The 3-year-old child of Mr. James Wilson of Hiattsville, died of cholera. The boy was taken to a doctor and died. The father is now suffering from the disease.

GUTHRIE'S LAND REGISTER RESIGNS.

GUTHRIE, Ok., June 18.—The Hon. John Dille, the register of the land office at this place, has forwarded his resignation to President Harrison. He was a popular candidate for governor of Oklahoma. He leaves the land office to form a law partnership with Judge Harper S. Cunningham of Guthrie. In answer to the question as to how long since he determined on this step he said: "O, I've been thinking of it for some time. The truth is, you know, the salary of a land register is very small and it is also equally true that there is to be a great quantity of litigation here. I can not afford to work for the government for a mereittance when I can associate with Judge Cunningham and form a lucrative partnership."

OTTAWA CHAUTAUQUANS.

Second Day of the Greatest of Western Assemblies.

OTTAWA, Kan., June 18.—This was a grand day at the assembly. Glorious weather, big crowds, entrancing eloquence and large and rapidly increasing classes. Professor McIntock, Dr. Gumsaulus, A. Wright and Dr. Cornwell were the speakers. The incoming tide of new visitors must surely soon reach its height. Every train brought a new class of growing interest, keen appreciation and great hope for rich results. There never has been any year program which has been as strong in every department as the one now being filled. The people realize it, and citizens show their approval by renewed earnestness, increased enthusiasm and large attendance. Tomorrow afternoon Dr. Gumsaulus lectures instead of in the evening. Hain, Cornwell and Gumsaulus will be the triple attraction. Arrangements have been completed for the thorough comfort of all who come. The assembly is growing, broadening and strengthening with each succeeding session. The managers have set their mark high and are likely to attain it.

GROUNDLESS CHARGES.

ATCHISON, Kan., June 17.—The committee of the city council appointed some time ago to investigate the charges of black-mail against the Atchison Standard, made a report at a meeting held today, which was to the effect that the charges were groundless. The charges were made by a local attorney.

WORK AND NOT WORDS.

Statement from the Non-Partisan National W. C. T. U. President.

CLEVELAND, O., June 18.—The National Non-Partisan W. C. T. U. through Mrs. Ellen Phinney, has furnished the Associated Women of the United States with a report at a meeting held today, which was to the effect that the charges were groundless. The charges were made by a local attorney.

HEADQUARTERS NON-PARTISAN NATION W. C. T. U., CLEVELAND, O., June 18, 1890.

Organization of a non-partisan Woman's Christian Temperance Union in New York City a week ago, has been heralded through the press with accompanying newspaper unfavorable publicity, and contrary to the spirit and aims of the new organization. It ought to be well understood by this time, that the principle of prohibition is embodied in the temperance faith of both branches of the W. C. T. U. and that our difference on this point is altogether a difference of means to the end, and not a difference of principle. It is necessary to the enforcement of prohibition that a party be built up having this question as its main issue, while the non-partisan branch believes that prohibition will be sooner secured by better maintenance of its non-partisan character, and its support and defense the united temperance sentiment in all parties. In line with this belief it is unquestionably true that the order of railroad commissioners, but also in violation of section 1212 of the general statutes of 1890, which reads: "Every railway corporation in this state which now is or may hereafter be engaged in the transportation of passengers or property shall furnish sufficient accommodation for the transportation of such passengers, baggage, mail, express and freight as shall, within a reasonable time previous thereto be offered for transportation at the place of starting and at the place of destination and at the several stopping places, and they shall be compelled to receive all passengers and freight from such connecting and intersecting roads whenever the same shall be delivered to them."

BASE BALL.

NATIONAL LEAGUE.

AT BOSTON.

Boston.....0 2 0 1 1 4 0 0 1—9
New York.....0 0 0 0 0 1 0 0 0—1
Base hits—Boston 12, New York 3.
Errors—Boston 2, New York 3.
Pitchers—Nichols and Burkett.

AT BROOKLYN.

Brooklyn.....3 0 0 0 1 0 0 0—5
Philadelphia.....1 0 1 1 0 0 0 0—3
Base hits—Brooklyn 9, Philadelphia 6.
Errors—Brooklyn 1, Philadelphia 3.
Pitchers—Caruthers and Gleason.

AT CINCINNATI.

Cincinnati.....3 2 0 0 0 0 0 0—6
Chicago.....0 0 0 0 0 0 0 0—0
Base hits—Cincinnati 7, Chicago 3.
Errors—Cincinnati 2, Chicago 4.
Pitchers—Foreman and Hutchinson.

AT PITTSBURGH.

Pittsburgh.....0 1 0 0 0 0 0 0—0
Cleveland.....0 0 0 0 0 0 0 0—0
Base hits—Pittsburgh 10, Cleveland 2.
Errors—Pittsburgh 1, Cleveland 2.
Pitchers—Baker and Beatin.

AMERICAN ASSOCIATION.

AT PHILADELPHIA.

Philadelphia.....0 2 0 0 0—9
Brooklyn.....0 1 0 0 0 0 0 0—2
Base hits—Philadelphia 10, Brooklyn 2.
Errors—Philadelphia 0, Brooklyn 6.
Pitchers—Seward and McCullough.

PLAYERS' LEAGUE.

AT CHICAGO.

Chicago.....1 0 0 0 1 0 0 1—4
Cleveland.....0 1 0 0 0 1 0 2—4
Base hits—Chicago 4, Cleveland 6.
Errors—Chicago 4, Cleveland 4.
Pitchers—Dwyer and Gruber.

WESTERN ASSOCIATION.

AT OMAHA.

Omaha.....0 2 0 0 0 0 0 0—7
Kansas City.....0 0 0 0 1 0 0 0—2
Base hits—Omaha 10, Kansas City 7.
Errors—Omaha 1, Kansas City 4.
Pitchers—Martin and Swartzell.

RAILROADS BEGINNING TO UNDERSTAND.

DIS MOUNTS, Ia., June 18.—Commissioner Campbell, in speaking of the authority of the board of railroad commissioners over the railroads in the states, said: "Up to June 18, 1888, 88 cases were reported against the various railroads in the state and up to June 18, 1890, but forty-eight cases were reported, while up to the present month thirty-three have been reported, all of which shows that the railroads are beginning to understand that the board means business and that its decisions are final."

A NEW WAY.

A Kansas City Capitalist Lassoed and Forced to Sign a Check.

HAMBURG, Ia., June 18.—Three desperate men with a lasso secured a \$10,000 check from a Kansas City capitalist, yesterday. The capitalist was in a predicament and was being lassoed by the three men. He was riding near the city in a buggy when John F. Charles, a "Doc" from the "Golden State," and three other men, who were riding on the same train, saw the capitalist and lassoed him. He was helpless in their hands and signed the check to escape. The trouble grew out of litigation over the title to land claimed by the Golden State and by Stewart.

CHOLERA RAPIDLY SPREADING.

MADRID, June 18.—Thirteen new cases of cholera were reported at Pueblo de Rueda yesterday.

AMONG THE GOLDBUGS.

Divers Opinions of the Silver Bill by Wall Street Magnates.

NEW YORK, June 18.—The news of the passage of the bill providing for free coinage of silver had no effect on the stock market and excited no influence on Wall Street except among the dealers in bullion, who regard it with complaisance. The Wall Street magnates, however, are of very diverse but the general impression is that the measure would mean a serious depression of the currency and an advance in every commodity in the market. Russell Sage and other people as prominent, however, say that they look on the bill with approval and they expect its effects to follow its passage. Henry Clews said that the good to result from a silver bill had already been discounted, but he did not believe President Harrison would sign a free coinage bill. Some bankers said that the adoption of the free coinage measure would be a disaster and would work great injury. The effect of these unfavorable opinions put a damper on a little boom that started just after the opening of the bill and decided to refrain from any further movement until the passage of the bill through both houses was an assured fact.

Russell Sage said this morning: "I look with apprehension on the action of the senate in passing the free coinage bill. If the law should ever become operative it would mean a serious depression of the currency and an advance in every commodity in the market. The passage of the bill would be a disaster and would work great injury. The effect of these unfavorable opinions put a damper on a little boom that started just after the opening of the bill and decided to refrain from any further movement until the passage of the bill through both houses was an assured fact."

John H. Inman shook his head when asked about the action of the senate. "It looks as if the bill would be a disaster and would work great injury. The effect of these unfavorable opinions put a damper on a little boom that started just after the opening of the bill and decided to refrain from any further movement until the passage of the bill through both houses was an assured fact."

THE TARIFF BILL.

Large General Reductions Made by the Senate Committee.

WASHINGTON, June 18.—A full meeting of the senate finance committee was held today at which the chairman, Mr. Morrill, was authorized by a strict party vote to report the tariff bill with amendments.

The following are the principal changes made by the senate committee: The duties on sugar are reduced from 10¢ to 8¢ per pound; the duties on coffee are reduced from 10¢ to 8¢ per pound; the duties on tea are reduced from 10¢ to 8¢ per pound; the duties on tobacco are reduced from 10¢ to 8¢ per pound; the duties on wine are reduced from 10¢ to 8¢ per gallon; the duties on spirits are reduced from 10¢ to 8¢ per gallon; the duties on beer are reduced from 10¢ to 8¢ per gallon; the duties on malt are reduced from 10¢ to 8¢ per gallon; the duties on hops are reduced from 10¢ to 8¢ per gallon; the duties on barley are reduced from 10¢ to 8¢ per gallon; the duties on oats are reduced from 10¢ to 8¢ per gallon; the duties on wheat are reduced from 10¢ to 8¢ per bushel; the duties on corn are reduced from 10¢ to 8¢ per bushel; the duties on cotton are reduced from 10¢ to 8¢ per bale; the duties on wool are reduced from 10¢ to 8¢ per bale; the duties on silk are reduced from 10¢ to 8¢ per bale; the duties on fur are reduced from 10¢ to 8¢ per bale; the duties on leather are reduced from 10¢ to 8¢ per bale; the duties on iron are reduced from 10¢ to 8¢ per ton; the duties on steel are reduced from 10¢ to 8¢ per ton; the duties on copper are reduced from 10¢ to 8¢ per ton; the duties on zinc are reduced from 10¢ to 8¢ per ton; the duties on lead are reduced from 10¢ to 8¢ per ton; the duties on tin are reduced from 10¢ to 8¢ per ton; the duties on silver are reduced from 10¢ to 8¢ per ton; the duties on gold are reduced from 10¢ to 8¢ per ton; the duties on platinum are reduced from 10¢ to 8¢ per ton; the duties on palladium are reduced from 10¢ to 8¢ per ton; the duties on rhodium are reduced from 10¢ to 8¢ per ton; the duties on iridium are reduced from 10¢ to 8¢ per ton; the duties on osmium are reduced from 10¢ to 8¢ per ton; the duties on selenium are reduced from 10¢ to 8¢ per ton; the duties on tellurium are reduced from 10¢ to 8¢ per ton; the duties on arsenic are reduced from 10¢ to 8¢ per ton; the duties on antimony are reduced from 10¢ to 8¢ per ton; the duties on bismuth are reduced from 10¢ to 8¢ per ton; the duties on mercury are reduced from 10¢ to 8¢ per ton; the duties on cadmium are reduced from 10¢ to 8¢ per ton; the duties on cobalt are reduced from 10¢ to 8¢ per ton; the duties on nickel are reduced from 10¢ to 8¢ per ton; the duties on manganese are reduced from 10¢ to 8¢ per ton; the duties on chromium are reduced from 10¢ to 8¢ per ton; the duties on vanadium are reduced from 10¢ to 8¢ per ton; the duties on niobium are reduced from 10¢ to 8¢ per ton; the duties on tantalum are reduced from 10¢ to 8¢ per ton; the duties on molybdenum are reduced from 10¢ to 8¢ per ton; the duties on tungsten are reduced from 10¢ to 8¢ per ton; the duties on uranium are reduced from 10¢ to 8¢ per ton; the duties on thorium are reduced from 10¢ to 8¢ per ton; the duties on radium are reduced from 10¢ to 8¢ per ton; the duties on polonium are reduced from 10¢ to 8¢ per ton; the duties on astatine are reduced from 10¢ to 8¢ per ton; the duties on francium are reduced from 10¢ to 8¢ per ton; the duties on actinium are reduced from 10¢ to 8¢ per ton; the duties on protactinium are reduced from 10¢ to 8¢ per ton; the duties on mesactinium are reduced from 10¢ to 8¢ per ton; the duties on thallium are reduced from 10¢ to 8¢ per ton; the duties on lead are reduced from 10¢ to 8¢ per ton; the duties on bismuth are reduced from 10¢ to 8¢ per ton; the duties on antimony are reduced from 10¢ to 8¢ per ton; the duties on arsenic are reduced from 10¢ to 8¢ per ton; the duties on selenium are reduced from 10¢ to 8¢ per ton; the duties on tellurium are reduced from 10¢ to 8¢ per ton; the duties on iodine are reduced from 10¢ to 8¢ per ton; the duties on bromine are reduced from 10¢ to 8¢ per ton; the duties on chlorine are reduced from 10¢ to 8¢ per ton; the duties on fluorine are reduced from 10¢ to 8¢ per ton; the duties on oxygen are reduced from 10¢ to 8¢ per ton; the duties on nitrogen are reduced from 10¢ to 8¢ per ton; the duties on carbon are reduced from 10¢ to 8¢ per ton; the duties on hydrogen are reduced from 10¢ to 8¢ per ton; the duties on helium are reduced from 10¢ to 8¢ per ton; the duties on neon are reduced from 10¢ to 8¢ per ton; the duties on argon are reduced from 10¢ to 8¢ per ton; the duties on krypton are reduced from 10¢ to 8¢ per ton; the duties on xenon are reduced from 10¢ to 8¢ per ton; the duties on radon are reduced from 10¢ to 8¢ per ton; the duties on francium are reduced from 10¢ to 8¢ per ton; the duties on actinium are reduced from 10¢ to 8¢ per ton; the duties on protactinium are reduced from 10¢ to 8¢ per ton; the duties on mesactinium are reduced from 10¢ to 8¢ per ton; the duties on thallium are reduced from 10¢ to 8¢ per ton; the duties on lead are reduced from 10¢ to 8¢ per ton; the duties on bismuth are reduced from 10¢ to 8¢ per ton; the duties on antimony are reduced from 10¢ to 8¢ per ton; the duties on arsenic are reduced from 10¢ to 8¢ per ton; the duties on selenium are reduced from 10¢ to 8¢ per ton; 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